CBI probe into airbus A-320 deal

1123. SHRI VIREN J. SHAH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the reply to Unstarred Question 1794 given in the Rajya Sabha on 10th March, 1992 and to state the reasons for the delay in completing the investigation regarding Airbus A-320 by the CBI and by when it is likely to be completed?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): The case involves examination of a large number of witnesses and documents and investigation abroad. Since the case requires processing through foreign courts also, no definite time-frame can be indicated for completion of the investigation at this juncture.

वायुदूत की उड़ानों के किराए में वृद्धि

1124. **श्री महेश्वर सिंह :** क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1989–90, 1990–91 और 1991–92 में वायुदूत दिल्ली-चंडीगढ़–शिमला, दिल्ली-चंडीगढ़–कुल्लू और दिल्ली–चंडीगढ़–कांगड़ा (गग्गल) की उड़ानों के लिये कितना-कितना किराया ले रही थी ;

(ख) उक्त उड़ानों के किराए में कितनी वृद्धि की गई है और इसके क्या कारण हैं ;

(ग) क्या सरकार पर्यटन की दृष्टि से किरायों में की गई इस अनावश्यक और अत्यधिक वृद्धि में कटौती करने का विचार रखती है ;

(घ) यदि हां, तो कब तक ; और

(ङ) यदि उपर्युक्त भाग (ग) का उत्तर "नहीं" हो, तो इसके क्या कारण हैं ?

नागर विमानन और पर्यटन मंत्री (श्री माधवराव सिंधिया) : (क) और (ख) वर्ष 1989–90, 1990–91 और 1991–92 के दौरान दिल्ली–शिमला, दिल्ली-चंडीगढ़–कुल्लू और दिल्ली-चंडीगढ़-कांगड़ा मार्गों पर वायुदूत की सेवाओं पर लागू किरायों का विवरण संलग्न है **(नीचे देखिये)** । वायुदूत को कम दूरी के प्रचालनों, मंहगें विमान, कम किराया ढांचे और अधिकांश स्टेशनों पर पेलोड पेनाल्टी के कारण भारी घाटा होता रहा है । वायुदूत ने 20 मार्च, 1992 से उपर्युक्त मार्गों पर किराये में लगभग 60% की वृद्धि कर दी है ।

(ग) जी, नहीं ।

(घ) प्रश्न नहीं उठता ।

(ङ) वाणिज्यिक कारणों से इन सेक्टरों पर किराया कम नहीं किया जा सकता ।

विवर

क्र० सं०	अवधि	सरचार्ज सहित किराया रुपयों में		
		सैक्टर		
		दिल्ली-शिमला	दिल्ली-चंडीगढ़-कुल्लू	दिल्ली-धर्मशाला
1.	01-04-1989 से 19-07-1989	475	590	--
2.	20-07-1989 से 22-04-1990	570	710	--
3.	23-04-1990 से 25-09-1990	660	825	--
4.	26-09-1990 से 06-10-1991	660+66	825+83	825+83
5.	07-10-1991 से 19-03-1992	871	1089	1089
6.	20 मार्च, 1992	1393	1744	1744

Illegal entry of boy in Indian Airlines flight

1125. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Indian Airlines Calcutta-Agartala Airbus flight IC-741 was delayed on 1st July, 1992 following the discovery of a boy inside the aircraft who had illegally sneaked into it;

(b) if so, what are the details thereof; and

(c) what steps Government propose to take to prevent the recurrence of such an incident?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) A boy, who was not a bonafide passenger, was spotted on board the flight IC-741 on 1-7-92 before its take off.

(c) Indian Airlines has been asked to ensure that the existing security instructions are meticulously followed to prevent recurrence of such incident. They have also been asked to fix responsibility for the lapse.

Working of M/s. Hindustan Travel as General Sales Agency for Air India

1126. SHRI JAGDISH PRASAD MATHUR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that M/s. Hindustan Travel who were holding General Sales Agency for Air India in London lost the Agency for various acts of commission and omission;

(b) whether it is also a fact that the same travel agency is continuing as Air India's General Sales Agency in New Delhi for Northern India, if so on what consideration;

(c) whether any inquiry was held in 1983 into the working of the GSA; if so, what are the findings in this regard; and

(d) whether it is also a fact that M/s. Hindustan Travels had been using the Air India premises without paying rent to airline; if so, on what consideration and what action is being taken in the matter?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.